



Transportation Improvement Board
May 19-20, 2016 – Port Angeles, Washington

Location: Red Lion
221 North Lincoln Street
Port Angeles, WA 98362
360-452-9215

May 19, 2016 – 2:00 p.m.
WORK SESSION AGENDA

			Page
2:00 p.m.	A. Welcome	Vice Chair Stevens	
PROGRAM & PROJECT MATTERS			
2:05 p.m.	B. 2016 Preliminary Call Size	Vaughn Nelson	13
2:30 p.m.	C. Relight Washington Funding Allocation	Vaughn Nelson	15
3:50 p.m.	D. Complete Streets Framework Report	Steve Gorcester	16
4:15 p.m.	E. Adjournment	Vice Chair Stevens	



Transportation Improvement Board
May 19-20, 2016 – Port Angeles, Washington
Location: Red Lion
221 North Lincoln Street
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May 20, 2016 – 9:00 a.m.
BOARD AGENDA

			Page
9:00 a.m.	1. CALL TO ORDER	Vice Chair Stevens	
9:05 a. m.	2. LOCAL PRESENTATIONS		
9:35 a.m.	3. GENERAL MATTERS		
	A. Approval of March 18, 2016 Minutes	Vice Chair Stevens	1
	B. Communications	Steve Gorcester	
	1. Shaw Road could see congestion relief in 2017 – The News Tribune		22
	2. Duportail Bridge price drops slightly, city ramps up fundraising – Tri-City Herald		23
	3. Work at 112th Street East and A Street South intersection... – The Suburban Times		25
	4. SR 410 interchange project moves forward in Sumner – Bonney Lake Courier Herald		26
	5. City road projects set for summer – Stanwood Camano News		28
	6. Bothell city leaders break ground, final stage of Multiway Blvd – Bothell Reporter		29
	7. Road projects to begin in downtown Granite Falls – Herald Net		31
	8. Bothell breaks ground on final phase of Multiway Blvd – The Woodinville Weekly		32
	9. Buckley's 'malfunction junction' to receive... – The Enumclaw Courier Herald		34
	10. Sidewalk work underway in Elmer City – The Star		36
	11. Kenmore begins sidewalk improvement project in downtown – Kenmore Reporter		37
	12. LED street lights coming to Wapato for safety, energy efficiency – KIMA tv		38
9:50 a.m.	4. NON-ACTION ITEMS		
	A. Executive Director's Report	Steve Gorcester	
	B. Delayed Project Report	Chris Workman	4
	C. Financial Report	Vaughn Nelson	
	D. Project Activity Report (3/1/16 – 4/30/16)	Chris Workman	6
10:30a.m.	5. ACTION ITEM		
	A. 2016 Call Size	Vaughn Nelson	13
	B. Relight Washington Funding Allocation	Vaughn Nelson	15
	C. Adopt Complete Streets Framework	Steve Gorcester	16
	D. 2017 Meeting Locations	Steve Gorcester	20
	E. Chair & Vice Chair Elections	Steve Gorcester	21
11:00 a.m.	6. ADJOURNMENT	Vice Chair Stevens	

FUTURE MEETINGS

September 22-23 (Moses Lake)
November 17-18 (Bothell)

**Transportation Improvement Board
March 18, 2016
Icicle Village Resort
Leavenworth, Washington**

TIB BOARD MEMBERS PRESENT

Commissioner Richard Stevens, Vice Chair
Ms. Wendy Clark-Getzin
Mr. Gary Ekstedt
Commissioner Terri Jeffreys
Mr. John Klekotka
Commissioner Bob Koch
Ms. Colleen Kuhn

Mayor Patty Lent
Mr. Mick Matheson
Ms. Laura Philpot
Ms. Amy Scarton
Ms. Heidi Stamm
Mr. John Vodopich
Mr. Jay Weber

TIB STAFF

Steve Gorcester
Gloria Bennett
Vaughn Nelson
Kelsey Davis/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Jim Albert
Mr. Pasco Bakotich
Mayor Glenn Johnson
Mayor Ron Lucas
Ms. E. Susan Meyer
Mr. David Ramsay

1. CALL TO ORDER

Vice Chair Stevens called the meeting to order at 9:00am.

2. GENERAL MATTERS

A. Approval of January 22, 2016 Minutes

MOTION: It was moved by Mayor Lent with a second by Commissioner Jeffreys to approve the minutes of the January 22, 2016 board meeting.
Motion carried unanimously.

B. Communications

Steve Gorcester discussed articles included in the board packet. He especially highlighted the clip from the Forks Facebook discussing the LED streetlight conversion through the Relight Washington program. Mayor Lent talked about an article discussing commercial activity on Lower Wheaton Way that has brought new money to the area.

3. LOCAL PRESENTATIONS

Joel Walinski the City Administrator for the City of Leavenworth told the board about their transportation benefit district including a 0.1% increase of sales tax which provides funding for transportation projects. \$60,000 is dedicated annually for preservation. He also told them more about their newly completed Commercial Street which provides emergency access to the hospital especially when there are events going on in town.

Mark Botello, the Director of Planning and Building for the City of Cashmere, and Eric Smith from RH2 Engineering Inc. discussed several projects TIB has helped fund since 2009. These projects improved not only pavement condition, but also drivability, connectivity, and safety.

4. NON-ACTION ITEMS

A. Executive Director's Report – Steve Gorcester reported on the following:

General Issues

- Our audit went well; you will be invited to the exit interview, and TIB staff will also give a report at the next meeting.
- The Supplemental budget outcome was favorable; our budget was reappropriated without disruption to our programs.

Relight Washington

- PSE has hired staff and installation crews, and are working at capacity. They are working on 30 small towns; 10 are already finished and they expect to be completed with small cities by the end of this year. TIB staff are working with them on a schedule for medium cities.
- There was a setback with Avista and we aren't getting much information. There was a large storm that affected their funding. They will be starting our Relight program this quarter.
- Ms. Scarton asked about possible light pollution from LED streetlights and said WSDOT has been charged to do a light pollution study. Mr. Gorcester said TIB staff has initiated a partnership with Pacific NW National Laboratory to do a light pollution study. They are hoping to see if the new lights are affecting the light pollution more or less than the old lighting. The astronomical observatory in Goldendale has offered up their grounds for the study.
- Ms. Clark-Getzin asked about safety regarding the new lights. Mr. Gorcester said experts have found LED streetlights make things on the ground easier to distinguish and will improve visibility of pedestrians.
- Ms. Stamm wanted to confirm the importance that the money small communities are saving will be able to go back into other transportation projects. Mr. Gorcester stated that communities are saving 30-55% on their bills, and saying they are getting a good savings to use for transportation projects.

B. Financial Report – Vaughn Nelson reported on the following:

- Currently there is \$300 million in outstanding commitments.
- 346 active projects, most of which are in design which is typical for this time of year. By the autumn we can expect construction to make up about 50% of projects.
- Account balance steadily declined in autumn which is normal. There is typically a larger increase this time of year, however the slower growth was by design.
- To date we have spent about a million dollars this biennium in operations.
- Mr. Gorcester said our bond debt is down dramatically. We have been working to decrease this amount of debt to help be more resilient to economic fluctuations.

C. Project Activity Report – Gloria Bennett reported on the following:

The following activity took place in January and February 2016.

- There were 144 actions in this time period, up 11 from last period.
- Design approvals are high from the November awards, which are expected this time of year.

- The projects in Bothell and Des Moines were construction only and had large surpluses at close out.
- Seattle 5th Ave, was terminated at the January 2016 board meeting for a \$2 million surplus.
- There were higher costs at project completion for some small city projects but not large amounts for each.
- Increases in sidewalk program for bids and project completion but also not for large amounts.
- Mr. Gorcester stated TIB staff will likely suggest a high amount in preservation for the next call cycle due to the low cost of asphalt. We will also likely propose a combined urban arterial and preservation program so money can be used on preservation in locations with fewer large construction projects

5. ACTION ITEMS

A. Scope Optimization: City of Pe Ell

Mr. Klekotka asked why a seemingly minor change requires board action rather than being eligible for director approval. Mr. Gorcester said staff brought it to the board because it is the first optimization under the new policy from last year and staff wanted the board to see it. Future project changes this small will not come to the board.

MOTION: It was moved by Commissioner Koch with a second by Mayor Lent to approve the scope optimization.

Motion carried unanimously.

B. Sidewalk Deviation: City of Arlington

Mr. Gorcester stated that if the sidewalk from the original plan was built it would take sensitive land out for concrete. Ms. Clark-Getzin asked where the savings will go. Mr. Gorcester said they may use it for unforeseen conditions but in general it would go back into the TIB fund for other projects. TIB rules now allow them to submit it with sidewalk on one side at grant award.

MOTION: It was moved by Ms. Philpot with a second by Mr. Matheson to approve the sidewalk deviation to eliminate sidewalk on the east side.

Motion carried unanimously.

C. Increase Request: City of Colville

MOTION: It was moved by Mr. Weber with a second by Mayor Lent to increase the approved funds by \$269,766 to \$1,018,767 total.

Motion carried unanimously.

6. ADJOURNMENT

The next meeting is scheduled for May 19-20, 2016 in Port Angeles.

The meeting adjourned at 10:31 a.m.



Delayed Projects Report

May 20, 2016

BACKGROUND

TIB staff reports to the Board on all projects that missed the performance standard for reaching bid award. The standard is defined as:

- Urban Programs – must reach bid award within 4½ years
- Construction Ready – must reach bid award within 1 year
- All Other Programs – must reach bid award within 2½ years

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project.

Agencies that may need to appear before the Board have been involved in a two-year delayed projects process as outlined in WAC 479-05-213. Projects in Stage 1 delay are required to submit an implementation plan that includes an anticipated bid award date. If the agency misses the agreed upon date set in Stage 1, the project moves to Stage 2. Projects in Stage 2 delay are moved to contingency and must appear before the Board for reinstatement of construction funds. Grants are terminated for projects not reaching bid award within one year of moving to the contingency list.

Since the implementation of the delayed project process in 2002, the number of delayed projects reported to the Board has decreased from 67 to 4 (see attached list).

Of the 4 delayed projects this year:

- 3 projects are being reported to the Board for the first time and will receive a letter from the Executive Director.
- 1 project (Richland) moved to contingency status in 2012 and remains in court over the railroad crossing.

STATUS

The following summarizes the status of the Stage 2 delay project that is on the contingency list:

Richland Gage Blvd/Center Parkway – The city received a time extension on this project at the May 2013 Board meeting until resolution of the at-grade railroad crossing approval request. The WUTC Commission granted the appeal by the city but this decision has been appealed by the railroad to court.


Staff will continue to work with this agency to establish expected performance dates and to schedule appearances before the Board at subsequent meetings, if necessary.

RECOMMENDATION

No Board action is required at this time.

Delayed Projects

Agency	Project Number	Funding Series	Current Phase	Project Name	Delay Stage	Total TIB Remaining TIB Total Cost
Pateros	P-E-883(P02)-1	2015	Design	Warren Avenue - East of Chris St to Beach Street	1	335,925 335,925 348,300
Spokane	P-E-165(P05)-1	2015	Design	2013 Downtown Pedestrian Improvements - Downtown Core Zone	1	533,047 486,449 2,001,907
Zillah	6-E-947(011)-1	2015	Design	Vintage Valley Parkway - W First Ave to Buena Road	1	120,690 84,388 134,100
Richland	9-E-171(003)-3	2007	Design	Gage Blvd/Center Parkway – Gage Blvd to Tapteal Dr	Contingency	644,320 644,320 2,265,600

 Indicates contingency project

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-E-893(002)-1	AIRWAY HEIGHTS	FY 2017 Arterial Preservation Project	Construction	CN	55,296	0	Director
3-P-817(001)-1	ARLINGTON	FY 2017 Arterial Preservation Project	Construction	CN	0	0	Director
3-P-144(002)-1	BRIER	FY 2017 Arterial Preservation Project	Construction	CN	34,664	0	Director
3-W-159(003)-1	BURLINGTON	FY 2017 Arterial Preservation Project	Construction	CN	13,611	0	Director
3-P-204(003)-1	COVINGTON	FY 2017 Arterial Preservation Project	Construction	CN	88,230	0	Director
3-P-822(003)-1	MONROE	FY 2017 Arterial Preservation Project	Construction	CN	27,999	0	Director
3-P-141(001)-1	MOUNTLAKE TERRACE	FY 2017 Arterial Preservation Project	Construction	CN	16,702	0	Director
3-P-200(002)-1	NEWCASTLE	FY 2017 Arterial Preservation Project	Construction	CN	17,595	0	Director
3-P-117(003)-1	PACIFIC	FY 2017 Arterial Preservation Project	Construction	CN	17,883	0	Director
3-W-126(003)-1	SEDRO WOOLLEY	FY 2017 Arterial Preservation Project	Bid Award	CN BA	273,940	-60	Director
3-P-142(002)-1	SNOHOMISH	FY 2017 Arterial Preservation Project	Construction	CN	5,772	0	Director
3-P-823(002)-1	STANWOOD	FY 2017 Arterial Preservation Project	Construction	CN	82,461	0	Director
3-E-178(003)-1	TOPPENISH	FY 2015 Arterial Preservation Project	Audit	CC FV AD	157,554	-12,489	Director
3-E-181(002)-1	UNION GAP	FY 2015 Arterial Preservation Project	Audit	FV AD	179,655	0	Director
Total APP Change						-12,549	
LED Program							
S-E-921(001)-1	ASOTIN	LED Streetlight Conversion	Bid Award	DE CN BA	13,950	0	Director
S-P-809(001)-1	CARBONADO	LED Streetlight Conversion	Audit	CC FV AD	14,153	-4,397	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-W-827(001)-1	COUPEVILLE	LED Street Conversion	Bid Award	DE CN BA	10,350	0	Director
S-E-870(002)-1	DAVENPORT	LED Streetlight Conversion	Bid Award	DE CN BA	3,600	0	Director
S-W-838(001)-1	EVERSON	LED Streetlight Conversion	Bid Award	DE CN BA	33,300	0	Director
S-W-825(001)-1	FORKS	LED Streetlight Conversion	Audit	FV AD	152,103	0	Director
S-P-127(001)-1	GIG HARBOR	LED Streetlight Conversion	Bid Award	DE CN BA	508,403	0	Director
S-E-183(001)-1	GRANDVIEW	LED Streetlight Conversion	Audit	CC FV AD	22,659	-201	Director
S-P-820(001)-1	GRANITE FALLS	LED Streetlight Conversion	Bid Award	DE CN BA	2,856	0	Director
S-W-834(001)-1	LA CONNER	LED Streetlight Conversion	Bid Award	DE CN BA	21,600	0	Director
S-W-828(001)-1	LANGLEY	LED Streetlight Conversion	Bid Award	DE CN BA	43,200	0	Director
S-W-835(001)-1	LYMAN	LED Streetlight Conversion	Bid Award	DE CN BA	15,750	0	Director
S-W-840(002)-1	NOOKSACK	LED Streetlight Conversion	Bid Award	DE CN BA	28,500	0	Director
S-W-971(001)-1	RAYMOND	LED Streetlight Conversion	Bid Award	DE CN BA	6,992	0	Director
S-E-845(001)-1	RITZVILLE	LED Streetlight Conversion	Bid Award	DE CN BA	9,768	0	Director
S-E-933(001)-1	SOUTH CLE ELUM	PSE Relight Washington	Audit	CC	10,541	-4,509	Director
S-P-815(001)-1	SOUTH PRAIRIE	LED Streetlight Conversion	Audit	CC FV AD	10,544	9,144	Director
S-W-841(001)-1	SUMAS	LED Streetlight Conversion	Audit	FV AD	75,137	0	Director
S-E-946(001)-1	WAPATO	LED Streetlight Conversion	Bid Award	DE CN BA	6,297	0	Director
Total LED Change						37	



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
RTP Program							
7-1-823(005)-1	STANWOOD	Old SR 530	Construction	CN	26,976	0	Director
Total RTP Change						0	
SCAP Program							
6-W-837(012)-1	BLAINE	Mitchell Avenue	Bid Award	CN BA	492,767	-59,400	Director
6-P-808(012)-1	BUCKLEY	SR 165	Bid Award	BA	654,651	50,896	Director
6-E-847(008)-1	CASHMERE	Aplets Way	Bid Award	BA	111,665	22,565	Director
6-E-902(008)-1	COLVILLE	Hawthorne Avenue	Bid Award	BA	1,018,767	269,766	Board
6-W-831(004)-1	FRIDAY HARBOR	Tucker Avenue	Bid Award	CN BA	908,041	108,041	Director
6-P-820(007)-1	GRANITE FALLS	S Granite Avenue	Bid Award	BA	367,146	-82,394	Director
6-W-953(008)-1	KALAMA	China Garden Road	Bid Award	CN BA	429,243	-227,988	Director
6-E-874(006)-1	SPRAGUE	E Street	Bid Award	CN	345,158	0	Director
6-E-918(005)-1	ST. JOHN	Park Avenue Phase II	Bid Award	CN BA	725,942	-41,198	Director
6-W-974(005)-1	STEVENSON	Cascade Avenue	Audit	FV AD	575,900	0	Director
6-E-945(003)-1	TIETON	Summitview Road	Audit	CC FV AD	595,998	-11,246	Director
6-E-885(104)-1	TONASKET	SR 97 Pedestrian Improvements	Bid Award	CN BA	27,270	0	Director
Total SCAP Change						29,042	

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-P-800(004)-1	BLACK DIAMOND	FY 2017 Overlay Project	Bid Award	CN	82,813	0	Director
2-P-801(002)-1	CARNATION	FY 2017 Overlay Project	Construction	CN	19,000	0	Director
2-E-924(004)-1	DAYTON	FY 2017 Overlay Project	Construction	CN	24,180	0	Director
2-E-940(003)-1	GRANGER	FY 2017 Overlay Project	Construction	CN	26,589	0	Director
2-P-820(002)-1	GRANITE FALLS	FY 2017 Overlay Project	Construction	CN	26,947	0	Director
2-E-852(004)-1	MANSFIELD	FY 2017 Overlay Project	Construction	DE CN	10,000	0	Director
2-E-897(004)-1	MEDICAL LAKE	FY 2017 Overlay Project	Design	DE	39,900	0	Director
2-E-855(002)-1	REPUBLIC	FY 2017 Overlay Project	Design	DE	12,192	0	Director
2-E-845(004)-1	RITZVILLE	FY 2017 Overlay Project	Construction	CN	21,923	0	Director
2-E-932(002)-1	ROSLYN	FY2017 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-900(001)-1	WAVERLY	FY 2017 Seal Coat Project	Construction	DE CN	5,000	0	Director
2-E-947(001)-1	ZILLAH	FY 2017 Overlay Project	Bid Award	CN BA	131,327	16,739	Director
Total SCPP Change						16,739	
SP Program							
P-W-156(P07)-1	BELLINGHAM	12th Street	Design	DE	53,055	0	Director
P-W-952(P03)-1	CASTLE ROCK	SR 504	Bid Award	BA	255,645	0	Director
P-W-952(P04)-1	CASTLE ROCK	Front Avenue SW	Audit	CC FV AD	217,423	15,995	Director
P-E-848(P05)-1	CHELAN	E Woodin Avenue (SR 97A/SR 150)	Bid Award	BA	250,000	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-941(P01)-1	HARRAH	Harrah Road	Construction	DE CN	0	0	Director
P-W-190(P01)-1	HOQUIAM	W Emerson Avenue (SR 109)	Audit	CC FV AD	68,856	-1,144	Director
P-E-931(P03)-1	KITTITAS	Patrick Avenue	Bid Award	BA	276,335	-24,895	Director
P-P-146(P02)-1	LAKE STEVENS	N Davies	Audit	FV AD	210,826	0	Director
P-P-822(P01)-1	MONROE	Main Street	Bid Award	CN	198,159	0	Director
P-P-027(P04)-1	PIERCE COUNTY	136th Street E	Bid Award	CN BA	326,084	0	Director
P-P-128(P05)-1	TACOMA	N Vassault Avenue	Audit	CC FV AD	448,121	0	Director
P-E-178(P01)-1	TOPPENISH	W 1st Avenue	Audit	CC FV AD	211,752	-5,592	Director
P-E-181(P01)-1	UNION GAP	Main Street	Withdrawn	WD	18,171	-339,325	Director
P-W-186(P01)-1	WASHOUGAL	SE Evergreen Way	Audit	CC FV AD	102,128	3,851	Director
P-W-978(P02)-1	YELM	SR 507	Design	DE	36,960	0	Director
Total SP Change						-351,110	

UAP Program

8-2-152(025)-1	BREMERTON	Lower Wheaton Way	Audit	FV AD	2,114,792	0	Director
8-2-159(014)-1	BURLINGTON	E Gilkey Road	Construction	CN	13,825	0	Director
8-1-138(035)-1	EVERETT	Rucker Avenue	Design	DE	0	0	Director
8-2-985(008)-1	FERNDALE	Washington Street	Construction	CN	31,200	0	Director
8-5-188(016)-1	KELSO	West Main Street	Audit	CC FV AD	4,652,000	0	Director
8-5-197(025)-1	LACEY	Marvin Road NE	Bid Award	CN	1,619,476	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-199(012)-1	LAKEWOOD	South Tacoma Way	Bid Award	BA	2,975,500	207,500	Director
8-3-988(003)-1	LIBERTY LAKE	Mission Avenue	Bid Award	CN BA	547,656	-12,344	Director
8-1-205(003)-1	MAPLE VALLEY	Witte Road SE	Audit	CC FV AD	1,152,521	-132,166	Director
8-1-205(004)-1	MAPLE VALLEY	216th Avenue SE	Bid Award	BA	1,344,705	-270,183	Director
8-1-143(008)-1	MARYSVILLE	State Avenue	Audit	CC FV AD	2,823,401	-29,227	Director
8-3-844(005)-1	OTHELLO	14th Avenue	Construction	CN	226,000	0	Director
8-1-117(005)-1	PACIFIC	Stewart Road (8th St E)	Audit	CC FV AD	4,086,581	-83,440	Director
8-4-171(018)-2	RICHLAND	Duportail Extension	Construction	CN	741,675	0	Director
8-1-121(007)-1	SEATAC	28th/24th Avenue S	Bid Award	CN BA	4,568,627	-2,231,373	Director
8-2-126(010)-1	SEDRO WOOLLEY	Jameson Street/SR 9	Bid Award	BA	1,695,910	-29,064	Director
8-3-165(087)-1	SPOKANE	Monroe Street-Lincoln Street Couplet	Bid Award	CN BA	383,937	50,079	Director
8-3-032(066)-1	SPOKANE COUNTY	Market Street	Bid Award	BA	1,158,439	-335,049	Director
8-3-032(069)-1	SPOKANE COUNTY	Hawthorne Road	Bid Award	CN	768,654	0	Director
8-1-203(005)-1	UNIVERSITY PLACE	27th Street W/Regents Boulevard	Construction	CN	76,001	0	Director
8-4-036(017)-1	WALLA WALLA COUNTY	Taumarson Road	Audit	FV AD	2,305,655	0	Director
8-5-954(004)-1	WOODLAND	SR 503	Audit	FV AD	1,745,845	0	Director
Total UAP Change						-2,865,267	

UCP Program

9-W-185(004)-1	CAMAS	NW 38th Avenue/SE 20th Street	Audit	CC FV AD	1,978,000	258,000	Director
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Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-W-158(003)-1	POULSBO	Lincoln Road	Audit	CC FV AD	691,395	-20,311	Director
9-E-165(018)-2	SPOKANE	Martin Luther King Jr Way Phase 2	Construction	CN	0	0	Director
Total UCP Change						237,689	
Total Change						-2,945,419	

PND - Pending	CC - Contract Completion
PD - Predesign	FV - Final Voucher
DE - Design	AD - Audit
CN - Construction	WD - Withdrawn
BA - Bid Award	



2016 Schedule and Preliminary Program Call Size

May 20, 2016

BACKGROUND

The annual call for projects is announced to customers following the May board meeting. The board is responsible for approving the call size and eligibility for some programs. After the board approves the preliminary call size, agencies are notified, applications are posted to the TIB website, and funding webinars and workshops take place. Applications are due to TIB on August 19th and grants will be awarded on November 18th.

TIB staff members have evaluated project demand estimates, current fund balances, and the most recent revenue forecast.

STATUS

Assumptions made in the calculation for call size include:

- Outstanding obligations for current active projects (projection of annual expenditures);
- Most recent revenue forecast for each account (Transportation Improvement Account and the Small City Pavement and Sidewalk Account) plus any other appropriations; and
- Projected schedule of expenditures for new commitments.

Preliminary 2016 Program Size

Program	Proposed Call Size
Urban Programs <ul style="list-style-type: none">• Urban Arterial Program• Arterial Preservation Program	\$75 million
Small City Programs <ul style="list-style-type: none">• Small City Arterial Program• Small City Preservation Program	\$13 million
Sidewalk Programs <ul style="list-style-type: none">• Urban Sidewalk Program• Small City Sidewalk Program	\$8 million
Complete Streets Program*	\$10 million
TOTAL	\$106 million

*Planned January 2017 Awards

Complete Streets Award

The inaugural call for nominations of the Complete Streets award is proposed. Nominations will be accepted starting in September. An awards list will be presented to the board at the January 2017 meeting. The schedule for the complete streets awards is offset from the other infrastructure programs in order to minimize the peak workload for staff.

Urban Programs

The urban programs proposed call size includes the Urban Arterial Program (UAP) and the Arterial Preservation Program (APP). Rather than have two separate allocations of money, combining them allows staff to choose the best projects based on the applicant pool. In past years some regions have had low numbers of applications in certain programs but not in others. Combining the allocations will let the two programs balance each other.

Small City Programs

The small city programs consist of the Small City Arterial Program and the Small City Preservation Program. The same concept for combining the allocations in the urban programs is used for the small city programs.

Proposed Schedule

Date	Milestone
May 19-20, 2016	Preliminary program call size presented to board for approval
June 1, 2016	Applications posted and are available to agencies
June 1-16, 2016	In-person funding workshops throughout the state and webinars offered
August 19, 2016	Grant applications due
October 21, 2016	Complete Streets nominations due
November 17-18, 2016	Final infrastructure programs project list presented to board for adoption
January 26-27, 2017	Final Complete Streets awards list presented to board for adoption

RECOMMENDATION

Staff recommends the board approve the presented schedules and authorize the preliminary call sizes.



Relight Washington Allocation Increase

May 20, 2016

BACKGROUND

At the May 2015 board meeting the board authorized a \$6 million allocation for the Relight Washington Program. Since then, staff has been awarding projects on an ongoing and as-ready basis for cities with assessed value under \$2 billion and any city with population under 5,000.

The Relight Washington program is funded through a \$10 million allotment given by the legislature out of the Highway Safety Account. The Relight Washington Program can only be funded out of the Highway Safety Account. The Board authorized \$6 million for LED in 2015, \$800,000 has been paid and \$3.6 million is currently obligated. The Highway Safety Account allotment also contributes \$4 million to funding the Arterial Preservation Program and the Small City Preservation Program. These two preservation programs also receive funding from other accounts.

To date, TIB has worked primarily with the large investor owned utilities (PSE and Avista) and cities that own their own lights.

STATUS

Interest in the Relight Washington Program continues to be strong. Many Public Utility Districts are starting to gain interest in working with their cities to work out new rates and take advantage of the Relight Washington Program. There are also some cities with larger systems working on plans for conversion. It is unknown if these PUDs and cities will be ready to convert and bill within the biennium, thus needing additional allocation, or will be done in the next biennium.

Emphasis on the Relight Washington program allows cities to achieve savings faster. This money can be reinvested into the city sooner and prevents the savings from being captured by other entities.

Approximately \$2 million has already been spent on the preservation programs out of the Highway Safety Account leaving an additional \$2 million that could be reallocated to the Relight Washington Program. Any reduction in allocation to the preservation programs would be made up for in the other accounts and a reduction in next year's urban call size or funded through surpluses.

Highway Safety Account Scenarios

Program	Current	Recommended
Relight Washington	\$6.0 Million	\$8.0 Million
Preservation Programs	\$4.0 Million	\$2.0 Million
Total	\$10.0 Million	\$10.0 Million

RECOMMENDATION

Authorize TIB staff to increase the Relight Washington allocation up to \$8 million, as needed.



Complete Streets Award Program



Program Goals

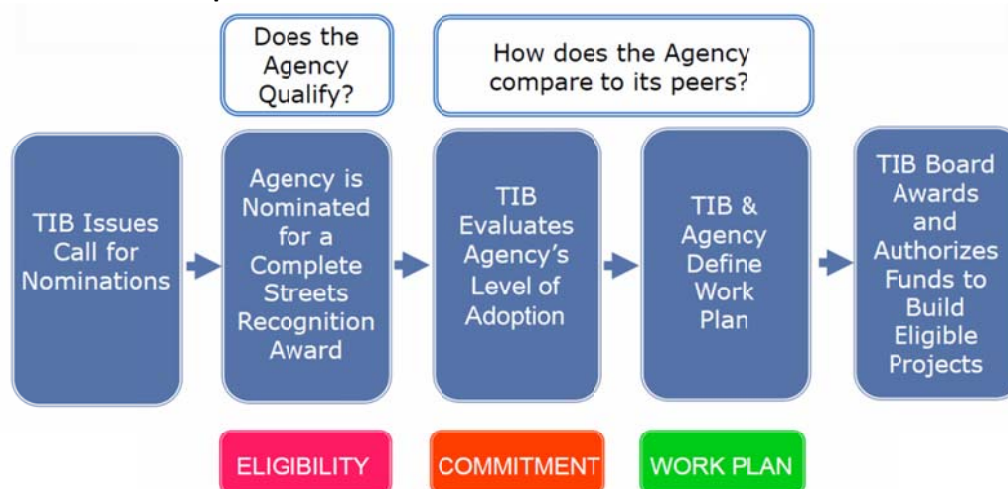
- Incentivize adoption of the Complete Streets design ethic and produce more projects.
- Create a powerful incentive beyond the limitations of available funding.
- Minimize processing and acquisition costs.
- Allow cities and counties to self-direct how funds are spent in order to most effectively benefit all users.

Overview

The Legislature created the Complete Streets program to encourage local governments to adopt a Complete Streets policy calling for streets and roads designed with consideration of all users. Any city or county can establish eligibility by adopting a system wide Complete Streets policy (see RCW 47.04.320 attached). Current records indicate 34 cities and one county have Complete Streets ordinances. Other agencies have Complete Streets plans and projects but may need to adopt policies through their councils or commissions to establish eligibility.

The Transportation Improvement Board (TIB) encourages going beyond simple adoption of a policy by recognizing design achievement and providing funds to multiply projects through the Complete Streets Award. Agencies that show achievement in planning, designing, building and involving the community in design for all users may receive the Complete Streets award accompanied by flexible funding. The recipient proposes a work plan for TIB approval and may include one or more project(s) to support walking, bicycling, access to transit and streetscape aesthetics.

Recognition Awards Process Map



Nominations Process

Partner organizations will be invited to nominate eligible agencies for the award beginning in fall 2016. Only state agencies and transportation non-profits with a statewide charter can be nominators. The TIB may choose to add other nominating organizations in the future.

Nominations will be limited based on number of eligible agencies, amount of program funding, and size of the nominating organization. TIB plans to invite the following state agencies and statewide non-profits to become nominating organizations:



Redmond 152 Avenue NE Complete Streets Plan

State Agency Partners	Non-Governmental Organizations
Department of Transportation	Feet First
Department of Health	Transportation Choices Coalition
Department of Commerce	WA Bikes/Cascade Bicycle Club
Department of Archeology and Historic Preservation	Community Transportation Association – NW
	Futurewise
	Washington State Transit Association

Evaluation Process

TIB staff will evaluate all nominations and determine if an award will be recommended to the Board. The evaluation process consists of a search for markers indicating adoption of the Complete Streets ethic and integration into plans and capital programs of the agency. The anticipated markers are shown in the panel below and may be adjusted during case study practice sessions planned for summer 2016. Additional information may be sought from the nominator and the nominee during evaluation, including the presence of strategic initiatives for modal systems, design of previous projects, future design plans, and the work plan for use of award funds.

Preliminary indicators of Complete Streets adoption

- Comprehensive plan integration
- Strategic plan inclusion
- Specific modal plans for ADA, freight, bicycle and sidewalk
- Community engagement regarding design for all users
- Performance data and statistics about users
- Staff training in Complete Streets design
- Standards that allow responsiveness to users
- Evidence of operational preparedness
 - Maintenance
 - Sweeping
 - Striping
 - Landscape management
- Budget prioritization of Complete Streets elements
- Evidence of past implementation
 - History of compliant projects
 - Multimodal level of service standards
 - History of actively implementing modal plans
 - Presence of programs and enforcement of modal access
 - Controlling traffic and speed
 - Clearly apparent integration of Complete Streets elements
 - Pedestrian scale lighting

Funding

The Legislature provided \$3 million in year one and \$14 million in subsequent biennia for the incentives program. The 2016 call for nominations is expected to incorporate two years of available funding of \$10 million. An additional year may be recommended this fall if many additional agencies establish eligibility. Subsequent calls would be in two or three year cycles.

The Board will confer the awards and approve the funding level. The award consists of two funding targets; \$250,000 for agencies early in the Complete Streets adoption process and \$500,000 for agencies with highly developed policy and project integration. The Board may also set different funding levels depending on amount of available funds, number of eligible agencies, quality of potential projects and recovery of unused funds.

Awarded funds are paid immediately after approval of the agency's proposed work plan and schedule. Funds will be held by the recipient in a restricted account and expended on activities in the approved work plan. Work plan amendments can be approved administratively. Funds must be expended within three years of payment or recovered by TIB.

Implementation Schedule

May	June	July	August
<ul style="list-style-type: none">• Framework adoption at board meeting	<ul style="list-style-type: none">• Invitations to nominators• Training for nominators and agencies	<ul style="list-style-type: none">• Practice with case studies	<ul style="list-style-type: none">• Prepare communications<ul style="list-style-type: none">○ Announcements○ Nomination form○ Press release
September	October	December	January
<ul style="list-style-type: none">• Call for nominations	<ul style="list-style-type: none">• Nominations due Oct 21st• Pull info from nominees	<ul style="list-style-type: none">• Evaluation• TIB staff jury• Negotiate work plans	<ul style="list-style-type: none">• Board award January 27, 2017

RCW 47.04.320

Complete streets grant program—Purpose—Goals—Awards—Report.

- (1) The transportation improvement board shall establish a complete streets grant program within the department's highways and local programs division, or its successor. During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program. The purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:
 - (a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;
 - (b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;
 - (c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
 - (d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.
- (2) For purposes of this section:
 - (a) "Eligible project" means (i) a local government street or road retrofit project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users; or (ii) a retrofit project on city streets or county roads that are part of a state highway that include the addition of, or significant repair to, facilities that provide access with all users in mind, including pedestrians, bicyclists, and public transportation users.
 - (b) "Local government" means incorporated cities and towns and counties that have adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles.
 - (c) "Sound engineering principles" means peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.
- (3) In carrying out the purposes of this section, the transportation improvement board may award funding, subject to the availability of amounts appropriated for this specific purpose, only to eligible projects that are designed consistent with sound engineering principles.
- (4) The transportation improvement board must report annually to the transportation committees of the legislature on the status of any grant projects funded by the program created under this section.

[2015 3rd sp.s. c 44 § 401; 2011 c 257 § 2.]

NOTES:

Effective date—2015 3rd sp.s. c 44: See note following RCW 46.68.395.

Intent—2011 c 257: "Urban main streets should be designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. Context sensitive design and engineering principles allow for flexible solutions depending on a community's needs, and result in many positive outcomes for cities and towns, including improving the health and safety of a community. It is the intent of the legislature to encourage street designs that safely meet the needs of all users and also protect and preserve a community's environment and character." [2011 c 257 § 1.]



2017 TIB Meeting Schedule

DATE	CITY
January 26-27	Olympia
March 23-24	Spokane
May 18-19 ^{*1}	Bellingham
September 21-22	Walla Walla
November 16-17 ^{*2}	Vancouver or Stevenson

^{*1} Meeting date moved to THIRD Thursday & Friday of month due to Memorial Day.

^{*2} Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.



Election of Chair and Vice Chair

Two Year Term: July 1, 2016 – June 30, 2018

May 20, 2016

BACKGROUND

The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board (TIB Bylaws, Article II, Sections 1(a) and 1(b)). One is to be a county official and one a city official (TIB Bylaws, Article II, Section 1(c)). The Chair traditionally alternates between a county and city representative, which directs this year's election to consist of a Chair from a county and a Vice Chair from a city.

The current elected COUNTY officials serving on the Board (in alphabetical order) are:

- Mason County Commissioner Terri Jeffreys: Board term runs through June 30, 2020; eligible for reappointment
- Franklin County Commissioner Bob Koch: Board term runs through June 30, 2016; eligible for reappointment
- Grant County Commissioner Richard Stevens: Board term runs through June 30, 2018; eligible for reappointment

The current elected CITY officials serving on the Board (in alphabetical order) are:

- Pullman Mayor Glenn Johnson: Board term runs through June 30, 2020; eligible for reappointment
- Bremerton Mayor Patty Lent: Board term runs through June 30, 2018; eligible for reappointment
- Steilacoom Mayor Ron Lucas: Board term runs through June 30, 2020; eligible for reappointment

BOARD ACTION

Friday, May 20 Board Meeting:

Nominations and election of Chair (county)

Nominations and election of Vice Chair (city)

Shaw Road could see congestion relief in 2017

by Heather DeRosa

March 23, 2016

Those who live around Shaw Road in Puyallup know the frustrations that come with the two-lane road heavily utilized by commuter traffic heading from the valley up to South Hill.

But an upcoming construction project could alleviate some of the congestion as well as improve safety for drivers, bicyclists and pedestrians. With an anticipated start date of spring 2017, the project will add left-turn pockets, sidewalks on the west side of the road and a bike path on the east side.

The first phase of the project will work to improve Shaw Road from 23rd Avenue Southeast to Manorwood Drive, said Rob Andreotti, Puyallup's Public Works director.



The city of Puyallup is looking to make major improvements to Shaw Road that will add left-turn pockets, sidewalks on the west side of the road and a bike path on the east side.

- LEE GILES III

But before contractors get to work next year, the city is hosting an open house allowing those affected most by the construction and improvements to ask questions and provide feedback to city staff.

"It is a well needed project to say the least," Puyallup Mayor John Hopkins said.

Eventually, the city hopes to connect the sidewalks and bike paths with the Foothills Trail at Pioneer.

"It will provide better bicycle and pedestrian safety, and better traffic flow," Andreotti said.

The 4,000-foot-long section of the Shaw Road project is receiving \$5 million in grant funding from the Washington State Transportation Improvement Board. The city will match the grant with \$1.6 million to cover the estimated \$6.6 million project.

The city also hopes to apply for grant funding for the next phases of the project, to complete the estimated three-phase improvement to Shaw Road.

At the March 28 open house, city staff will have renderings with the existing plan, seeking feedback from citizens.

"Concerns and questions will be addressed at the open house," Hopkins said.

The project will go to bid later this year, with construction beginning next spring. Once construction begins, Andreotti says road closures and traffic delays are to be expected.

"This isn't just for the city of Puyallup, but we need this project to improve things at the (state Route) 410 overpass," Hopkins said. "We're doing the best we can."

The Shaw Road open house is scheduled for 4:30 to 7:30 p.m. in the Council Chambers.

Duportail Bridge price drops slightly, city ramps up fundraising

by Wendy Culverwell

March 26, 2016

The clock is ticking on Richland's dream of constructing the Duportail Bridge in time for a 2020 opening.

Public Works Director Pete Rogalsky said last week that the city will devote 2016 to raising the balance of the money it needs to build the \$37 million project.

The city is still about \$17 million short. The Legislature agreed to set aside \$20 million for the bridge when it approved a \$16 billion transportation package in 2015.

Ideally, Rogalsky said, construction will occur during the 2018 and 2019 summer seasons, when construction is allowed in the Yakima River basin.

Timing is critical. State funds will be available in the 2017-19 biennium. If the city isn't ready, the \$20 million could shift to another budget cycle or even go away.

"It's incumbent on us to do everything we can to go to the Legislature and say 'We've done our part. We're ready to go,'" Rogalsky said.

In a bit of good news, Rogalsky told the city council on Tuesday that the original estimate of \$38.5 million dropped slightly to \$37 million when engineers revisited the design.

Changes include a new footing system that reduces the need to drive piles for a temporary construction bridge during the two years of work.

Richland considers Duportail Bridge its top civic priority and a key economic development initiative for the region, and the Legislature apparently agreed with the economic and environmental arguments.

The bridge will link the Queensgate area to the rest of Richland. It is intended to reduce congestion, trim commute times, boost emergency response times and bolster commercial activity along its entire route.

Likely funding sources include the Washington State Transportation Improvement Board and an allocation from the regional Council of Governments.

Richland will reapply for federal Transportation Improvement Generating Economic Recovery or TIGER grants. But it's not pinning its hopes on the highly competitive program. In 2014, the city unsuccessfully applied for \$28 million from the TIGER program. This time it will ask for about \$8 million, a more moderate figure Rogalsky said is more likely to win approval.



The Duportail Bridge, as shown in this rendering, will link the Queensgate area with the rest of Richland. Tri-City Herald file

Council members were surprised that the city wouldn't ask for a larger sum. But Rogalsky said the TIGER program receives 10 times more applications than it can fund and that it's unreasonable to think the city won't have to pay a share of the cost.

"I'm pretty sensitive to not asking our way out of the game," he said.

He estimates Richland's share of the bridge cost will fall between \$4 million and \$8 million. That depends on its success securing state and federal grants. The city would issue general obligation bonds to foot its share.

In other Duportail-related progress, the city is moving on 11 of the 17 right-of-way acquisitions it needs to complete and is in discussions with the Army Corps of Engineers, Port of Benton, Columbia Irrigation District and others who own properties that will be under the bridge.

The city hopes to award a construction contract in November 2017 and debut the new stretch in July 2020.



Work at 112th Street East and A Street South intersection starts March 28

by Pierce County News

March 27, 2016

Work to relieve traffic congestion at the 112th Street East and A Street South intersection will start March 28. The work is expected to be complete by the end of July or early August.

The intersection will be widened to accommodate a new traffic signal system and a left-hand turn lane from westbound 112th Street East onto southbound A Street South.

Crews will install concrete curbs and gutters, along with street lighting and enclosed stormwater drainage and treatment systems. Curb ramps, sidewalks and crosswalks that are compliant with Americans with Disabilities Act standards will also be installed at the intersection.

Work will be done between 7 a.m. and 6 p.m. on weekdays. Motorists should expect delays during work hours, and should consider using alternative routes. The work is weather dependent.

Minimal traffic impacts are expected on March 28 and 29. Starting March 30, there will be periodic lane restrictions on 112th Street East throughout the spring. Motorists should watch for flaggers and signage.

A Street South will periodically be reduced to one lane with alternating traffic during work hours, with flaggers onsite to direct traffic.

In late spring, 112th Street East will be reduced from two lanes in each direction to one lane in each direction. Traffic will be shifted as needed onto the eastbound or westbound lanes.

Conway Construction is the contractor. The construction cost is approximately \$2 million. The project is funded by Local Traffic Impact Fees, State Transportation Improvement Board Funds, and Federal Highway Safety Improvement Program Funds.

SR 410 interchange project moves forward in Sumner

by Ray Still
April 5, 2016



A line of cars stretching from the 410 ramps on Traffic Avenue to State Street is a walk in the park for some Sumner residents. The city estimates more than 30,000 cars and 3,000 freight trucks use the intersection and overpass every day. — image credit: Ray Still

Sumner's traffic project is finally making some financial headway.

The city of Sumner successfully secured \$300,000 in state funding, money that was sorely needed in order to get the ball rolling on several more grants for its Traffic Avenue/SR 410 improvement project.

"That \$300,000 puts us in the best position to be asking for the freight mobility and the Puget Sound Regional Council grants," said city Communication Director Carmen Palmer. "It gets the ball rolling."

Palmer said Senators Pam Roach (R) and Bruce Dammeier (R) with representatives Drew Stokesbary (R), Christopher Hurst (D), Melanie Stambaugh (R) and Hans Zeiger (R) were the key legislators who help the city receive these funds.

The city plans to ask the Puget Sound Regional Council for a \$1.65 million grant, which will cover the bulk of the project design and planning process, which is estimated to cost \$2.2 million.

The Port of Tacoma also granted the city around \$11,500.

"Numbers wise, it's not quite the same as some of the other (grants), but it's really important to help leverage some of the others, and the Port of Tacoma felt strongly about giving us that investment," Palmer said.

The city hopes Sound Transit will also kick an additional \$100,000 their way because the company plans to build a 500 stall garage for their Sumner station.

Other sources of funding include local support from other cities and private companies for around \$150,000 and a grant match for another \$550,000.

“Fingers crossed, in 2016, we get some combination of grants to get us to the full \$2.2 million this year,” Palmer said. “That way we can do the design on 2017.”

Once the design of the improvements are complete, Palmer said the city will ask the Puget Sound Regional Council and Transportation Improvement Board for grants to fund construction.

These grants cycle every two years, so securing the design grants in 2017 is crucial for asking for construction grants in 2018, because without them, Sumner may have to wait another two years before getting shovels into the ground.

Current estimates put the construction costs at \$14.7 million. The city hopes to secure \$10.7 million in grants and ask the legislature to cover the remaining \$4 million.

Sound Transit Station Improvements

Sound Transit announced March 31 that they have completed their environmental review for the Sumner Access Station improvements project.

This project goes hand-in-hand with the overall 410 interchange improvements, Palmer said, especially improvements to Traffic Ave.

Along with improving pedestrian and bicycle access to the station, Sound Transit is planning on building a 500 stall garage for the station.

“We have been working really closely with the city and citizens in the area over the last several years to come up with a good balance for more parking, more bike and pedestrian access in a town that wants to maintain its character,” said Sound Transit Public Information Officer Kimberly Reason. “Our riders have been telling us for a long time, ‘We need more ways to get to the station. We need more parking.’”

According to Reason, overall Sound Transit ridership increased 13 percent between October and December 2015, compared to the same time period in 2014.

And in January 2016, overall ridership increased 6 percent over January 2015.

An open house about the project, which includes a public comment period, is being hosted today, April 6, from 4 to 6 p.m. at the Midtown Station, 813 Academy St.

There is also an information drop-in session Thursday, April 7 from 4 to 6 p.m. at the Gordon Family YMCA, 16101 64th St E.

An online open house is available for residents who cannot attend either meeting.

Public comments will be accepted for the environmental review and checklist until April 14.

STANWOOD CAMANO NEWS

City road projects set for summer

by Jeremiah O'Hagan

April 11, 2016

Get ready for that cotton pickin' construction.

As part of the consent agenda at its March 24 meeting, Stanwood City Council approved a contract with Carmen's Construction for water, storm water and street improvements on 270th Avenue NW between Florence Road and 88th Avenue NW, in front of Cotton Pickens.

Construction is expected to start the first week in May, the first of several projects planned for the summer.

- The water main along Pioneer Highway between 72nd Avenue NW and the fairgrounds at 64th Avenue NW will be replaced. This work will be scheduled to limit conflicts with fair traffic in August.
- A new overlay of 272 Avenue NW, in front of Stanwood High School, will be completed. A grant from Washington State Transportation Improvement Board (TIB) funds 85 percent of this project.
- Another TIB grant will fund 100 percent of a Pioneer Highway overlay from SR 532 north to Nordic Way.
- Water line, sewer line and street improvements along 270th Avenue NW, between 94th Avenue NW and 96th Avenue NW, behind Stanwood Camano Community Resource Center, will be 85 percent funded by a performance bond.

The city will schedule a closure of 92nd Avenue NW east of QFC to connect utilities to the new construction on the Lenz property. The city and WSDOT will approve a traffic control plan while this work is completed.

Bothell city leaders break ground, final stage of Multiway Boulevard

by Aaron Kunkler

April 14, 2016



From left, Bothell City Manager Bob Stowe; City Council members James McNeal, Davina Duerr, Del Spivey; business owner Leigh Henderson and Transportation Improvement Board engineer Greg Armstrong. - Aaron Kunkler/Bothell Reporter

City, state and local business leaders broke ground April 14 on the final stage of road improvements along Bothell Way Northeast running through downtown Bothell.

Known as the Multiway Boulevard project, the infrastructure improvements, which began in 2013, are designed to ease the flow of traffic through the city while connecting the historic business core east of Bothell Way Northeast with new developments to the west.

A construction bid of more than \$9 million was awarded to Interwest Construction Company to create four arterial traffic lanes with additional center turn lanes, a local access lane between SR 522 and Reder Way, 14-foot sidewalks and 60 parking spaces, among other improvements.

Funding for the final phase of the project came from a variety of sources, including \$6.75 million from the state Transportation Improvement Board (TIB), city funds and revenue from construction.

Greg Armstrong, an engineer with the TIB, said the Multiway Boulevard was high on their list of projects to fund due to rapid development in the city and a short construction timeline. TIB funds come from a portion of the state gas tax.

"This project really met the goals of our growth and development program," he said.

Construction is anticipated to be completed by July 2017.

The completed corridor will have coordinated traffic signals designed to ease the flow of traffic down Bothell Way Northeast, LED streetlights and environmentally friendly water drainage features like rain gardens and permeable street pavers.

The second and final phase of the project comes after the completion of previous improvements along the western edge of Bothell Way Northeast which widened sidewalks, built a business access lane and installed three new traffic signals, among other improvements.

In total, both phases of the project came with a \$25 million price tag.

For the better part of the last decade, Bothell has been investing in massive infrastructure projects in line with their downtown revitalization plan.

These included the \$62 million Crossroads project, which removed an old shopping center and shifted the SR 522 and Bothell Way Northeast intersection to the south.

A \$21.6 million project to redesigned the Wayne Curve along SR 522 near Bothell Landing was also completed, which included creating dedicated transit lanes.

The city also began attracting developers to the downtown core, which resulted in the McMenamins Anderson School and the Six Oaks developments.

An unspecified specialty grocer and a drugstore will soon join their ranks in downtown Bothell as the city continues to act on their revitalization plan.

Road projects to begin in downtown Granite Falls

by Kari Bray

April 17, 2016

GRANITE FALLS — A series of construction projects in downtown Granite Falls is scheduled to start Monday and continue through the summer.

More than \$1.6 million in street, sidewalk and water line work is planned. The Granite Falls City Council last month awarded a \$1.22 million contract to Monroe-based Welwest Construction, Inc. The city's budget for the work is about \$400,000 higher than estimates in the contract, which do not yet include project management expenses, according to city documents.

Temporary fencing is expected to go up on the first block of South Granite Avenue, between Stanley and Galena streets, on Monday. Drivers should expect detours for about four weeks, city manager Brent Kirk said. Most businesses there have parking or pedestrian access in back.

The plan is to replace sidewalks along that block of South Granite Avenue and repave the road. Over the next few months, new sidewalks also are going in on both sides of Wabash Avenue between Stanley and Union streets and on the south side of Pioneer Street from Kentucky to South Granite Avenue.

The sidewalks are designed to have permeable pavement and gravel parking areas along the roads also will be replaced with permeable pavers, as will all on-street parking spaces, according to the designs. The pavers should help with water drainage downtown during storms or incessant rain.

An old, undersized water main along two blocks of Wabash Avenue is slated for removal so a new line can be installed during the roadwork.

City officials have been working with businesses along the first block of Granite Avenue, including the Buzz Inn, Ace Hardware, Premier Realty, the laundromat and the fire station. Workers hope to be done with that block by June so the street and sidewalks can reopen in time for the busy summer season. Hikers, campers and other travelers pass through Granite Falls on their way up to the Mountain Loop Highway and summer is the peak time for most local businesses.

Pavement overlays also are planned this spring and summer on part of the Mountain Loop Highway, on Stanley Street from Portage to Granite Avenue and on South Alder Avenue from Menzel Lake Road to Galena Street.

Much of the work is paid for through grants, including a Transportation Improvement Board grant covering 95 percent of the \$418,600 South Granite Avenue construction and a Washington Department of Ecology Low Impact Development grant for three quarters of the \$847,00 Wabash and Pioneer construction.

The city's share of the roadwork is covered in part by the new \$20 vehicle licensing fee through the city's Transportation Benefit District. Utility fees and a loan from Snohomish County are paying for the water main work.

Traffic delays, detours and closures are expected during construction.

More information is online at granitefallswa.gov. People also can call City Hall at 360-691-6441 with questions.



The Woodinville Weekly

The Northlake News | The Valley View
Community Newspapers Since 1976

Bothell breaks ground on final phase of Multiway Boulevard

by Briana Gerdeman

April 18, 2016



From left to right, City Manager Bob Stowe, Councilmember James McNeal, Deputy Mayor Davina Duerr, Councilmember Del Spivey, local business owner Leigh Henderson and TIB chief engineer Greg Armstrong break ground on the second and final phase of Bothell's Multiway Boulevard. (Photo by Briana Gerdeman)

The city of Bothell broke ground last week on the second and final phase of the Multiway Boulevard, a project to widen and enhance Bothell Way NE between SR 522 and NW 188th Street.

"It's such a momentous occasion and a milestone in our goal for downtown revitalization," Deputy Mayor Davina Duerr said at the groundbreaking ceremony last Thursday.

Then she dug into a mound of dirt that will eventually become part of the new road, joined by City Manager Bob Stowe, Councilmember James McNeal, Councilmember Del Spivey, local business owner Leigh Henderson and Greg Armstrong, chief engineer for the Transportation Improvement Board.

The Multiway Boulevard project was designed in 2006 to 2009, and phase 1 — the west side of the street from 183rd Street to Reder Way, in front of McMenamins and Six Oaks — was completed in 2014. Phase 2 is significantly larger.

"It's the east side of the road, but it's also the travel lanes, so it's quite a bit bigger than phase 1," said Erin Leonhart, Bothell's Public Works director. Parts of the west side of the street are also included in phase 2.

When complete, the Multiway Boulevard will include four traffic lanes with center turn lanes, 14-foot wide sidewalks and a local access lane between SR 522 and Reder Way that is separated from the arterial lanes by a median and includes parking and bike lanes. It's designed to make it easy for pedestrians to cross from one side to the other.

"I see so many towns where there's railroad tracks in between the old and the new, or some barrier," said Leigh Henderson, owner of Alexa's Cafe & Catering on Main Street. "The point was to have no barrier."

The new southbound lanes are expected to be complete by fall 2016, and the northbound lanes, by spring 2017. The entire project is scheduled to wrap up by July 2017. In the meantime, drivers can expect some detours, mostly toward the end of the project.

"We will always have the ability for traffic to get through, but it may be constrained," Leonhart said.

Phase 2 will cost an estimated \$13.2 million, with up to \$6.75 million from the Washington State Transportation Improvement Board, \$5.4 million from the city of Bothell and \$2 million in private funding.

Together, both phases will cost approximately \$23 million.

Buckley's 'malfunction junction' to receive a makeover

by Kevin Hanson

April 20, 2016



'Malfunction Junction' will see a new traffic light controlling traffic along SR 410 by November.— image credit: Submitted image

For years, the city of Buckley has hoped to rid itself of the aptly-named "malfunction junction," the jumbled confluence of two state highways and a pair of busy city roads.

Now, it appears a solution is at hand. More importantly, it looks like there's money available to turn Buckley's dream to reality.

Members of the City Council voted April 12 to award a construction bid for what is known in city circles as the SR 410/SR 165/Ryan Road/112th Street East Realignment Project.

Phase I of the project was built in 2011 and aligned Ryan Road with 112th Street East, crossing SR 165. It was seen as a temporary measure and is in line to be modified.

Phase II, which could begin as early as May and is expected to be completed by November, adds new sections of pavement and wipes away others. When finished, the project will:

- realign SR 165, bending it slightly west to create a "T" intersection at SR 410. A traditional red-yellow-green traffic light will be added where the highways meet, just west of where 410 curves.
- realign River Avenue so it connects to Ryan Road at a "T" intersection.

In addition, the project would improve the intersection of SR 165 and 112th/Ryan Road, including additional street lighting; add pedestrian improvements along SR 165 between Ryan Road and SR 410; and realign a portion of the Foothills Trail to allow users to more safely cross SR 165.

Dollars and cents

Original estimates had pegged the contractor bids to come in at about \$1.5 million, but the numbers received were noticeably higher. Bids from nine companies were opened April 7 and the best offer was forwarded by Johansen Excavation; the Buckley firm submitted a bid of slightly more than \$1.8 million.

That was 22 percent, or about \$333,000, more than anticipated. The City Council opted to move forward.

The math behind the project begins with a total expected cost of \$2.4 million. That includes the contractor bid, design engineering and construction engineering.

On the revenue side of the equation, the city has received federal funding, passed through the state's Department of Transportation, in the amount of \$1.6 million; another \$600,000 was obtained in the form of a grant from the state's Transportation Improvement Board. Recently, the TIB authorized a bit more money to come Buckley's way.

The funding shortfall – identified as a bit less than \$170,000 – will have to be picked up by the city. The municipal Street Capital Account has a current balance of a little more than \$700,000, which would more than cover the cost.



Sidewalk work underway in Elmer City

by Roger Lucas

April 20, 2016

Elmer City residents will soon be able to walk to the post office on new sidewalks.

They will also be able to cross SR-155 on a new lighted crosswalk.

It's all part of a Washington State Transportation Improvement Board grant that the town got.

The project is well underway, with DWK Fowler Construction doing the work.

Public works director Jimmer Tillman has worked on the grant for the past two years.

It is the second major grant that Elmer City has received through the TIB grant system.

The earlier one was for 3rd Street. It connected the Elmer City Access Road along the river to SR-155.

Tillman said that the major part of the project is due to be completed by mid-May, except for the lights for the crosswalk that are on backorder.

The project, including the engineer's work, was for \$240,000. Construction cost is about \$185,000, Tillman said.

The sidewalk system extends to the town's park. The project includes curbs and handicap-accessible sidewalk work.

Kenmore begins sidewalk improvement project in downtown

April 26, 2016



**The City of Kenmore will begin a sidewalk improvement project on Northeast 181st Street this week.
Contributed/City of Kenmore**

The following is from a City of Kenmore release:

The City of Kenmore has begun constructing a new sidewalk along the south side of Northeast 181st Street between 68th and 73rd Avenues Northeast. City officials say that the project includes several benefits to the community, including:

- Improved safety and accessibility due to added sidewalks and lighting;
- Improved corridor appearance due to undergrounding of utility lines and added landscaping;
- Water main upgrades by Northshore Utility District.

Funding partners on the south sidewalk project include the City of Kenmore, Puget Sound Regional Council's Transportation Alternatives Program and United States Department of Housing and Urban Development's Community Development Block Grant Program. Construction is anticipated to last through the summer.

The city is also planning to install sidewalk along the north side of the Northeast 181st Street between 68th and 73rd Avenues Northeast. Funding partners on the north sidewalk project include the City of Kenmore and Washington State Transportation Improvement Board. Construction is anticipated to begin in early 2017.

Project information is available on the City's website at www.kenmorewa.gov/NE181stStreetSidewalkProject.

For more information, contact Project Manager Kent Vaughan at 425-398-8900 or kvaughan@kenmorewa.gov.

LED street lights coming to Wapato for safety, energy efficiency

By Ariella Toren

April 28, 2016

WAPATO, Wash. -- Following in the steps of Selah and other towns in Yakima County, Wapato will be getting LED street lights and at no cost to the city.

For coworkers Sonya Dominguez and Tonisha Arquette, who often walk to work, safety is a concern, especially at night.

"I do live in the area," said Arquette. "So me and my daughter we do walk around town sometimes."

But around town poor lighting and energy efficiency are just a few reasons the city is replacing its high-pressure sodium lights with LED lights, which last about 10 years.

"They're cost efficient, energy efficient, and they provide higher visibility so it'll improve traffic safety at night and it'll be safer for children," said Mayor Tony Guzman.

Safer for the community, and entirely covered by a \$6,300 state grant from the Transportation Improvement Board and more than \$8,000 provided by Pacific Power.

"It's not costing the city anything," said Guzman. "We have a certified electrician who works for the city and they'll be providing the installation. It will be a lower maintenance cost for the city."

More than 50 LED lights installed along South Wapato Avenue and Donald Road, as well as First, Second, and Third streets will save more than 70 percent in energy and nearly \$25,000 a year for the city.

Extra funds to put toward other improvements residents would like to see.

"Law enforcement; building projects; all kinds of things to improve," said resident Mark Schmoe.

"Maybe improvement for the park or the pool, and having flowers; just beautifying the city here," added Dominguez.

"I look forward to seeing what they're going to spend it on," said Arquette. "I know that there's youth in the community that need something to do here."

Lighting the way to safer streets and more security.

The lights will be installed in the next few weeks. The city plans to completely switch over to LED lights.

Video at: <http://kimatv.com/news/local/led-street-lights-coming-to-wapato-for-safety-energy-efficiency>